

August 13, 2012

Mr. Michael K. Ward  
Dynamic Development Company, LLC  
1725 21<sup>st</sup> Street  
Santa Monica, California 90404

LLG Reference: 2.11.3235.1

**Subject: Traffic Generation Analysis for the Proposed  
General Retail Store Project**  
Joshua Tree - San Bernardino County, CA

Dear Mr. Ward:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Traffic Generation Analysis for the proposed General Retail Store project located in the Joshua Tree area of San Bernardino County. This letter report will outline our traffic generation analysis and traffic impact assessment of the proposed project consistent with the State of California Department of Transportation (Caltrans) *Guide for the Preparation of Traffic Impact Studies*, dated December 2002.

The proposed General Retail Store project consists of a 9,100 square-foot (SF) free-standing general retail store on a 1.37-acre parcel. *Figure 1*, attached, presents a Vicinity Map, which illustrates the general location of the project and depicts the surrounding street system, and *Figure 2* presents the proposed site plan.

Based on Section A (Trip Generation Thresholds) of the Caltrans *Guide*, projects that “generate 1 to 49 peak hour trips assigned to a State highway facility” may require a full (Traffic Impact Study) TIS or some lesser analysis provided that one of three following examples occur:

- a. Affected State highway facilities experiencing significant delay; unstable or forced traffic flow conditions (LOS “E” or “F”)
- b. The potential risk for a traffic incident is significantly increased (i.e., congestion related collisions, non-standard sight distance considerations, increase in traffic conflict points, etc.)
- c. Change in local circulation networks that impact a State highway facility (i.e., direct access to State highway facility, a non-standard highway geometric design, etc.).

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As a result, the potential traffic impact associated with the proposed General Retail Store project will be assessed against these criteria as well as based on our professional expertise.

### Project Traffic Generation Forecast

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation factors and equations used in the traffic forecasting procedure are found in the Eighth Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2008]. In particular to provide a conservative traffic generation forecast, ITE Land Use Code (815): *Free-Standing Discount Store* was utilized to forecast the traffic generation for this project.

**Table 1** presents the traffic generation forecast for the proposed General Retail Store project. As presented in *Table 1*, the project is expected to generate approximately 443 daily trips, with 10 trips (7 inbound, 3 outbound) produced during the AM peak hour and 38 trips (19 inbound, 19 outbound) produced during the PM peak hour. Please note that the aforementioned trip generation forecasts include adjustments for pass-by as recommended by ITE.

**TABLE 1  
 PROJECT TRAFFIC GENERATION FORECAST<sup>1</sup>**

Land Use	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b>Generation Factors:</b>							
▪ 815: Free-Standing Discount Store (TE/TSF)	57.24	0.72	0.34	1.06	2.50	2.50	5.00
<b>Generation Forecast:</b>							
▪ General Retail Store (9,100 SF)	521	7	3	10	23	23	46
Less Pass-By Trips <sup>2</sup>	-78	--	--	--	-4	-4	-8
<i>Subtotal</i>	<b>443</b>	<b>7</b>	<b>3</b>	<b>10</b>	<b>19</b>	<b>19</b>	<b>38</b>
<b>Project Traffic Generation Forecast</b>	<b>443</b>	<b>7</b>	<b>3</b>	<b>10</b>	<b>19</b>	<b>19</b>	<b>38</b>

<sup>1</sup> Source: *Trip Generation, 8th Edition*, Institute of Transportation Engineers, Washington, D.C. 2008.

<sup>2</sup> The trips presented above include adjustments for "pass-by" trips. Per the ITE, the following "pass-by" trip reductions were applied to the Project:

- Land Use 820: Shopping Center (Daily = assume 15%, AM Peak Hour = assume 0% and PM Peak Hour = 17%)

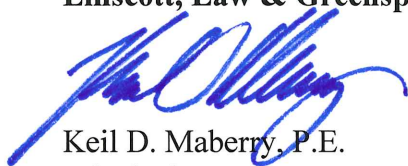
### Project Traffic Impact Evaluation

As shown in Table 1, since the proposed Project is forecast to generate less than 50 peak hour trips, the potential traffic impact associated with the proposed General Retail Store project has been assessed against the Caltrans criteria above. Based on our assessment, the proposed Project will not significantly impact the adjacent roadway system and therefore does not require the preparation of a Traffic Impact Study, since the State Route 62 (Twentynine Palms Highway) facility does not operate at LOS E or F in the vicinity of the Project site, there is no significant increase in potential risk for a traffic incident (i.e. no direct access to SR-62), and the proposed Project will not change the local circulation network of SR-62 (i.e. site access is proposed along existing roadways).

As a result, based on the traffic generation potential of the proposed General Retail Store project, which is expected to generate a maximum of 38 peak hour trips, this project will not significantly impact the adjacent roadway system and therefore does not require the preparation of a Traffic Impact Study.

We appreciate the opportunity to provide this traffic generation analysis. Should you have any questions, please call me at (714) 641-1587.

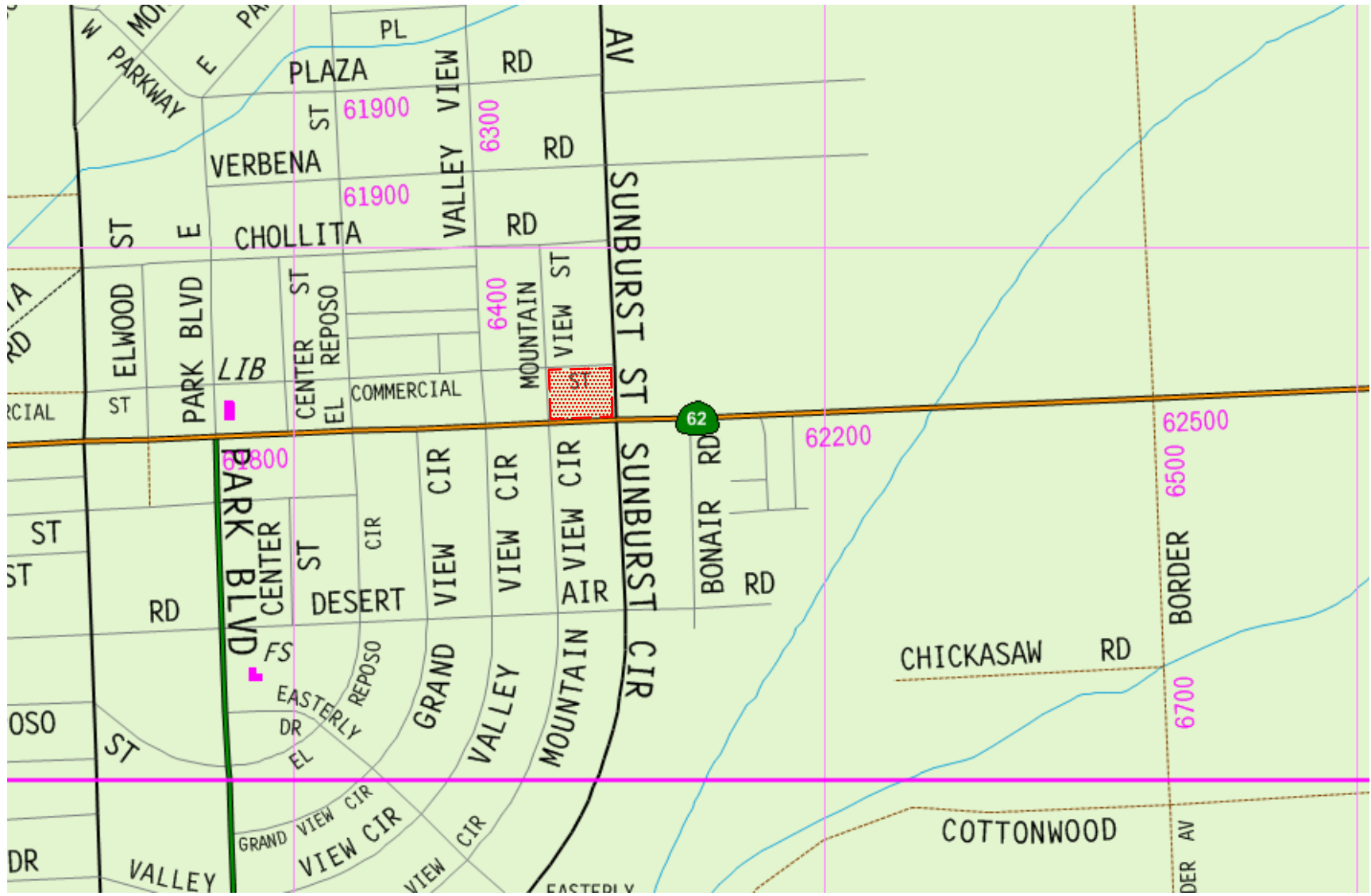
Very truly yours,  
**Linscott, Law & Greenspan, Engineers**



Keil D. Maberry, P.E.  
Principal  
California Registration: TR1802

Attachment






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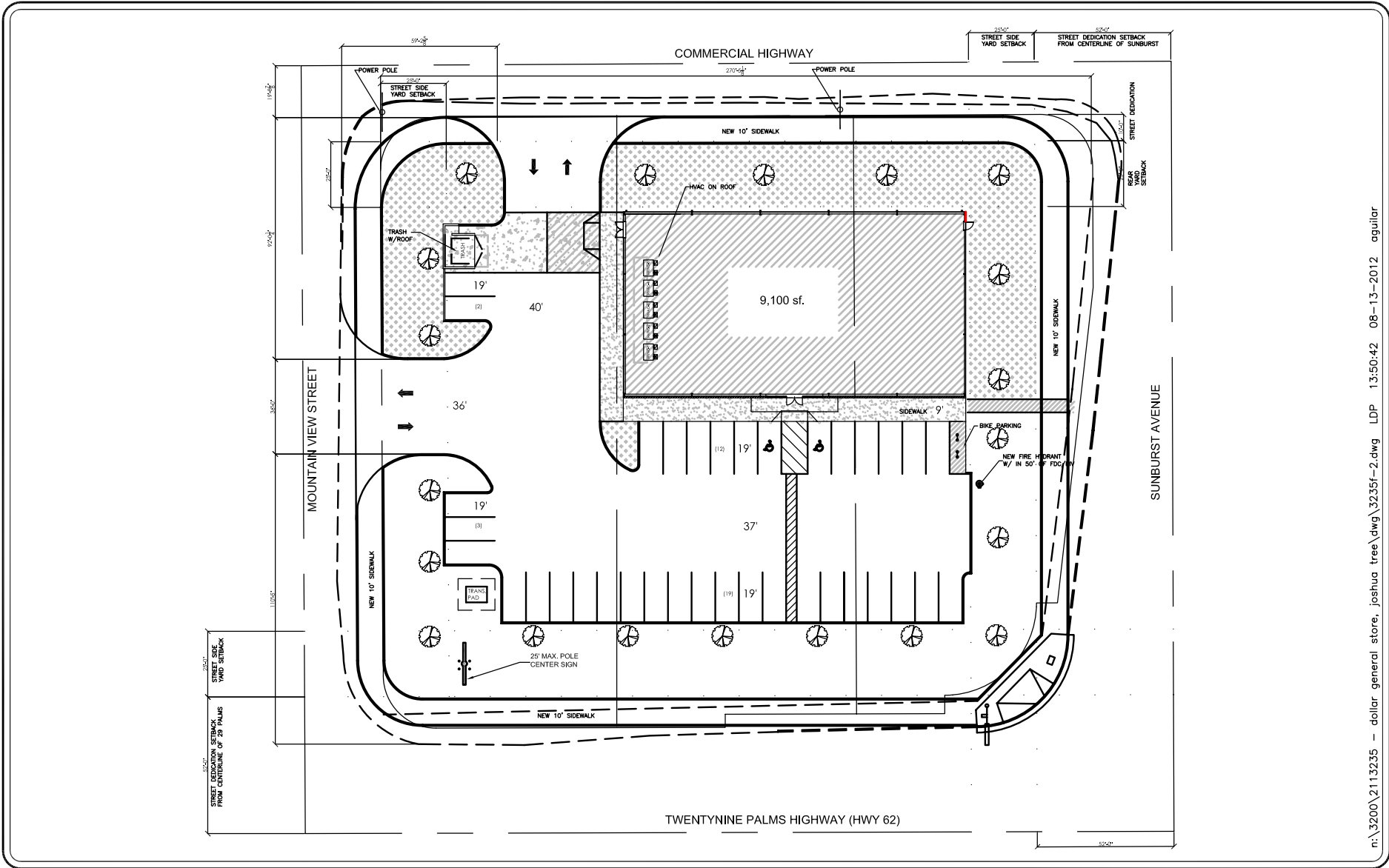
SOURCE: THOMAS BROS.

KEY  
 = PROJECT SITE

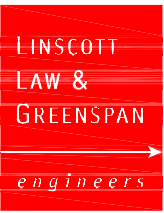
# FIGURE 1

VICINITY MAP  
 DISCOUNT STORE, JOSHUA TREE





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SOURCE: DYNAMIC DEVELOPMENT COMPANY

# FIGURE 2

PROPOSED SITE PLAN  
DISCOUNT STORE, JOSHUA TREE